§ 67.50–20

Seventh Coast Guard District.

(a) Description. See §3.35–1 of this chapter.

(b) Line of demarcation. There is no line of demarcation prescribed for this District. When required, it will be determined in accordance with §67.01–20.


§ 67.50–25 Eighth Coast Guard District.

(a) Description. See §3.40–1 of this chapter.

(b) Lines of demarcation. The two lines of demarcation described in this section are for administrative purposes to distinguish between the areas in which structures shall be subject to Class “A”, “B” or “C” requirements. The primary line of demarcation delimits the areas to the seaward of which Class “A” requirements are imposed. The secondary line of demarcation delimits the areas to the shoreward of which Class “C” requirements are imposed. In those areas where no secondary line of demarcation is prescribed, the structures shoreward of the primary line of demarcation are considered to be Class “C” structures. Class “B” requirements are imposed on the structures in the areas between the two lines of demarcation.

(1) The coordinates of the primary line of demarcation within the jurisdiction of the District Commander are as follows:

(i) Commencing at a point at Lat. 30°11’.3 N., Long. 89°03’.0 W., thence to;

(ii) A point at Lat. 30°11’.5 N., Long. 88°31’.7 W., thence to;

(iii) A point at Lat. 30°12’.7 N., Long. 88°58’.0 W., thence to;

(iv) A point due west of (iii) at Long. 89°00’.0 W., thence to;

(v) A point at Lat. 30°08’.0 N., Long. 89°00’.0 W., thence to;

(vi) A point at Lat. 30°04’.7 N., Long. 88°53’.7 W., thence via a line two miles to seaward around Chandeleur Island to;

(vii) A point at Lat. 29°34’.0 N., Long. 89°00’.0 W., thence to;

(viii) A point at Lat. 29°15’.0 N., Long. 89°00’.0 W., thence to;

(ix) A point at Lat. 29°14’.0 N., Long. 88°57’.7 W., thence to;

(x) A point at Lat. 29°10’.0 N., Long. 88°57’.0 W., thence to;

(xi) A point at Lat. 29°03’.6 N., Long. 89°02’.3 W., thence via the five fathom curve to;

(xii) A point at latitude 28°58’.1 N., longitude 89°09’.6 W., thence to;

(xiii) A point at latitude 28°57’.8 N., longitude 89°13’.6 W., thence to;

(xiv) A point at latitude 28°57’.8 N., longitude 89°19’.3 W., thence to;

(xv) A point at latitude 28°53’.8 N., longitude 89°25’.7 W., thence to;

(xvi) A point at latitude 28°52’.6 N., longitude 89°25’.9 W., thence via the 10 fathom curve to;

(xvii) A point at longitude 28°00’.0 N., longitude 89°34’.0 W., thence to;

(xviii) A point at latitude 28°00’.0 N., longitude 90°05’.0 W., thence to;

(xix) A point at latitude 28°46’.3 N., longitude 91°07’.5 W., thence to;

(xx) A point at latitude 29°11’.5 N., longitude 92°21’.0 W., thence to;

(xxi) A point at latitude 29°29’.0 N., longitude 92°32’.3 W., thence via the 5 fathom curve to;

(xxii) A point at latitude 29°41’.2 N., longitude 93°19’.9 W., thence to;

(xxiii) A point at latitude 29°38’.7 N., longitude 93°49’.4 W., thence to;

(xxiv) A point on the 5 fathom curve at latitude 29°37’.8 N., longitude 94°00’.0 W., thence via the 5 fathom curve to;

(xxv) A point at latitude 29°26’.7 N., longitude 94°30’.0 W., thence to;

(xxvi) A point at latitude 28°55’.3 N., longitude 95°16’.3 W., thence to;

(xxvii) A point at latitude 28°54’.9 N., longitude 95°15’.6 W., thence to;

(xxviii) A point at latitude 28°19’.3 N., longitude 96°23’.3 W., thence to;

(xxix) A point at latitude 27°49’.5 N., longitude 97°01’.2 W., thence to;

(xxx) A point on the 10 fathom curve at latitude 27°30’.0 N., longitude 97°10’.0 W., thence via the 10 fathom curve to;

(XXX) A point at latitude 27°00’.0 N., longitude 97°17’.3 W., thence to;

(XXxi) A point at latitude 26°04’.1 N., longitude 97°08’.6 W.
(2) The coordinates of the secondary line of demarcation within the jurisdiction of the District Commander are as follows:

(i) Commencing at a point in Breton Sound at Lat. 29°34’.0 N., Long. 89°00’.0 W., thence to:

(ii) A point at Lat. 29°30’.0 N., Long. 89°10’.0 W., thence to:

(iii) A point at Lat. 29°20’.9 N., Long. 89°10’.0 W., thence to:

(iv) A point at Lat. 29°15’.3 N., Long. 89°04’.0 W., thence to:

(v) A point at Lat. 29°14’.1 N., Long. 88°59’.0 W., thence to:

(vi) A point at Lat. 29°08’.6 N., Long. 88°58’.3 W., thence to:

(vii) A point at Lat. 29°02’.1 N., Long. 89°06’.6 W., thence to:

(viii) A point at Lat. 28°58’.1 N., Long. 89°08’.4 W., thence to:

(ix) A point at Lat. 29°01’.1 N., Long. 89°16’.1 W., thence to:

(x) A point at Lat. 28°53’.7 N., Long. 89°26’.0 W., thence to:

(xi) A point at Lat. 28°54’.3 N., Long. 89°27’.5 W., thence to:

(xii) A point at Lat. 29°02’.2 N., Long. 89°24’.2 W., thence to:

(xiii) A point at Lat. 29°11’.8 N., Long. 89°30’.0 W., thence to:

(xiv) A point at Lat. 29°17’.9 N., Long. 89°46’.6 W., thence to:

(xv) A point at Lat. 29°17’.1 N., Long. 89°50’.8 W., thence to:

(xvi) A point at Lat. 29°14’.5 N., Long. 89°55’.1 W., thence to:

(xvii) A point at Lat. 29°10’.9 N., Long. 90°02’.3 W., thence to:

(xviii) A point at Lat. 29°05’.5 N., Long. 90°10’.0 W., thence to:

(xix) A point at Lat. 29°04’.5 N., Long. 90°12’.0 W., thence to:

(xx) A point at Lat. 29°02’.0 N., Long. 90°20’.8 W., thence to:

(xxi) A point at Lat. 29°01’.9 N., Long. 90°24’.9 W., thence to:

(xxii) A point at Lat. 29°03’.6 N., Long. 90°32’.8 W., thence to:

(xxiii) A point at Lat. 29°01’.9 N., Long. 90°41’.7 W., thence to:

(xxiv) A point at Lat. 29°00’.8 N., Long. 90°50’.0 W., thence to:

(xxv) A point at Lat. 29°02’.4 N., Long. 91°01’.5 W., thence to:

(xxvi) A point at Lat. 29°28’.5 N., Long. 92°10’.1 W., thence to:

(xxvii) A point at Lat. 29°31’.1 N., Long. 92°21’.8 W., thence to:

(xxviii) A point at Lat. 29°34’.1 N., Long. 92°39’.3 W., thence to:

(xxix) A point at Lat. 29°41’.1 N., Long. 92°57’.2 W., thence to:

(xxx) A point at Lat. 29°44’.6 N., Long. 93°07’.9 W., thence to:

(xxxi) A point at Lat. 29°45’.6 N., Long. 93°13’.7 W., thence to:

(xxxii) A point at Lat. 29°45’.6 N., Long. 93°17’.3 W., thence to:

(xxxiii) A point at Lat. 29°44’.3 N., Long. 93°21’.0 W., thence to:

(xxxiv) A point at Lat. 29°45’.3 N., Long. 93°30’.0 W., thence to:

(xxxv) A point at Lat. 29°43’.3 N., Long. 93°43’.7 W., thence to:

(xxxvi) A point at Lat. 29°41’.0 N., Long. 93°48’.8 W., thence to:

(xxxvii) A point at Lat. 29°38’.8 N., Long. 93°50’.8 W., thence to:

(xxxviii) A point at Lat. 29°40’.0 N., Long. 93°57’.3 W., thence to:

(xxxix) A point at Lat. 29°39’.3 N., Long. 94°05’.0 W., thence to:

(xi) A point at Lat. 29°27’.0 N., Long. 94°37’.0 W., thence to:

(xli) A point at Lat. 29°23’.1 N., Long. 94°42’.6 W., thence to:

(xlii) A point at Lat. 29°20’.4 N., Long. 94°41’.5 W., thence to:

(xliii) A point at Lat. 29°06’.6 N., Long. 95°04’.4 W., thence to:

(xliv) A point at Lat. 29°04’.6 N., Long. 95°05’.7 W., thence to:

(xlv) A point at Lat. 29°02’.0 N., Long. 95°10’.0 W., thence to:

(xlvi) A point at Lat. 28°57’.3 N., Long. 95°16’.2 W., thence to:

(xlvii) A point at Lat. 28°55’.3 N., Long. 95°17’.9 W., thence to:

(xlviii) A point at Lat. 28°39’.5 N., Long. 95°48’.4 W., thence to:

(xlix) A point at Lat. 28°32’.1 N., Long. 96°06’.9 W., thence to:

(i) A point at Lat. 28°26’.4 N., Long. 96°17’.8 W., thence to:

(ii) A point at Lat. 28°23’.6 N., Long. 96°21’.5 W., thence to:

(iii) A point at Lat. 28°19’.7 N., Long. 96°25’.3 W., thence to:

(iv) A point at Lat. 28°19’.3 N., Long. 96°25’.2 W., thence to:

(v) A point at Lat. 28°14’.8 N., Long. 96°35’.0 W., thence to:

(vi) A point at Lat. 28°09’.1 N., Long. 96°43’.8 W., thence to:

(vii) A point at Lat. 28°02’.4 N., Long. 96°52’.2 W., thence to;
 obstruction to navigation, shall be other operation, which constitutes an
channels, laying of pipelines, or any spoil resulting from the dredging of
commerce.
will not present a hazard to marine
light construction in order that they horizontal bands. The buoys shall be of
with international orange and white
prescribed in Subpart 67.30 of this part.
ness shall be marked by a red light as
ing in place during the hours of dark-
daylight hours. Those casings remain-
shall be marked with flags during the
mographic or surveying operations (pipes), except bamboo poles and wood-
(d) All buoys used during seis-
applications. (1) All stakes and casings
spilled stakes less than 2 inches in diame-
ter, placed in the water during seis-
ographic or surveying operations shall be marked with flags during the
daylight hours. Those casings remaining in place during the hours of dark-
ness shall be marked by a red light as prescribed in Subpart 67.30 of this part.
(2) All openings in such submerged spoil shall be marked by daybeacons on each side of the openings. When spoil is located on each side of a channel or pipe line, each bank will be considered separately. The daybeacons shall be equipped with arrows designating the safe water through the opening. These daybeacons may also be used as channel markers for the dredged channels providing they are also equipped with arrows designating the spoil bank openings.
(3) When spoil banks constituting an
obstruction to navigation abut an es-
established traveled waterway, the out-
board spoil bank markers shall be equipped with quick flashing lights de-
scribed in Subpart 67.30 of this part, ex-
cept that the color shall be in accord-
ance with the provisions of Subpart 62.25 of Part 62 of this subchapter.
(e) Applications. All applications for private aids to navigation and all cor-
respondence dealing with private aids to navigation and obstruction lighting must be addressed to Commander (oan), Eighth Coast Guard District, Hale Boggs Federal Building, 501 Magazine Street, New Orleans, Louisiana
70130-3396.
(f) Enclosures. Applicants shall append on a separate sheet with each ap-
lication, the description, including manufacturer, of obstruction lights and sound signals.
(g) Corps of Engineers correspondence. A copy of all correspondence directed to the District Engineer, Corps of Engi-
neers, U.S. Army, in accordance with condition (i) of the Department of the
Army permit, shall be forwarded to the District Commander for those opera-
tions conducted under permits au-
thorizing the erection of structures in

§ 67.50–25
33 CFR Ch. I (7–1–11 Edition)

(lv) A point at Lat. 27°56'.2 N., Long. 96°58'.3 W., thence to;
(lvi) A point at Lat. 27°52'.8 N., Long. 97°01'.1 W., thence to;
(lvii) A point at Lat. 27°49'.3 N., Long. 97°03'.0 W., thence to;
(lviii) A point at Lat. 27°46'.4 N., Long. 97°05'.6 W., thence to;
(lviii) A point at Lat. 27°38'.9 N., Long. 97°10'.6 W., thence to;
(lviii) A point at Lat. 27°28'.3 N., Long. 97°16'.2 W., thence to;
(lviii) A point at Lat. 27°21'.9 N., Long. 97°18'.9 W., thence to;
(lviii) A point at Lat. 27°13'.7 N., Long. 97°21'.2 W., thence to;
(lviii) A point at Lat. 27°05'.4 N., Long. 97°22'.3 W., thence to;
(lviii) A point at Lat. 26°57'.1 N., Long. 97°22'.2 W., thence to;
(lviii) A point at Lat. 26°48'.9 N., Long. 97°20'.9 W., thence to;
(lviii) A point at Lat. 26°39'.1 N., Long. 97°18'.1 W., thence to;
(lviii) A point at Lat. 26°28'.8 N., Long. 97°14'.3 W., thence to;
(lviii) A point at Lat. 26°18'.3 N., Long. 97°11'.3 W., thence to;
(lviii) A point at Lat. 26°11'.7 N., Long. 97°10'.2 W., thence to;
(lviii) A point at Lat. 26°04'.8 N., Long. 97°09'.3 W., thence to;
(lviii) A point at Lat. 26°04'.2 N., Long. 97°08'.8 W., thence to;
(lviii) A point at Lat. 25°58'.3 N., Long. 97°08'.3 W.
(c) Seismographic and surveying oper-
ations. (1) All stakes and casings
(pipes), except bamboo poles and wood-
en stakes less than 2 inches in diame-
ter, placed in the water during seis-
ographic or surveying operations shall be marked with flags during the
daylight hours. Those casings remaining in place during the hours of dark-
ness shall be marked by a red light as prescribed in Subpart 67.30 of this part.
(2) All buoys used during seis-
ographic operations shall be painted with international orange and white
horizontal bands. The buoys shall be of
light construction in order that they
will not present a hazard to marine
commerce.
(d) Spoil marking. (1) All submerged
spoil resulting from the dredging of
channels, laying of pipelines, or any
other operation, which constitutes an
obstruction to navigation, shall be

properly marked. The spoil banks
should be examined at frequent inter-
vals in order that the changing condi-
tions may be kept under control. As
markers are no longer required due to
settling of banks, the Coast Guard will
authorize their removal upon applica-
tion.
(2) All openings in such submerged
spoil shall be marked by daybeacons on
each side of the openings. When spoil is
located on each side of a channel or
pipe line, each bank will be considered
separately. The daybeacons shall be
equipped with arrows designating the
safe water through the opening. These
daybeacons may also be used as chan-
nel markers for the dredged channels
providing they are also equipped with
arrows designating the spoil bank
openings.
(3) When spoil banks constituting an
obstruction to navigation abut an es-
established traveled waterway, the out-
board spoil bank markers shall be
equipped with quick flashing lights de-
scribed in Subpart 67.30 of this part, ex-
cept that the color shall be in accord-
ance with the provisions of Subpart
62.25 of Part 62 of this subchapter.

(e) Applications. All applications for
private aids to navigation and all cor-
respondence dealing with private aids
to navigation and obstruction lighting
must be addressed to Commander (oan), Eighth Coast Guard District,
Hale Boggs Federal Building, 501 Magazine Street, New Orleans, Louisiana
70130-3396.
(f) Enclosures. Applicants shall append on a separate sheet with each ap-
lication, the description, including manufacturer, of obstruction lights and sound signals.
(g) Corps of Engineers correspondence. A copy of all correspondence directed to the District Engineer, Corps of Engi-
neers, U.S. Army, in accordance with condition (i) of the Department of the
Army permit, shall be forwarded to the
District Commander for those opera-
tions conducted under permits au-
thorizing the erection of structures in
Coast Guard, DHS

§ 67.50–30 Ninth Coast Guard District.
  (a) Description. See §3.45–1 of this chapter.
  (b) Line of demarcation. There is no line of demarcation prescribed for this District. When required, it will be determined in accordance with §67.01–20.

§ 67.50–35 Eleventh Coast Guard District.
  (a) Description. See §3.55–1 of this chapter.
  (b) Line of demarcation. The line of demarcation described in this section is for administrative purposes to distinguish between the areas in which structures shall be subject to Class “A”, “B”, or “C” requirements. The line delimits the areas to seaward of which class “A” requirements are imposed. The line of demarcation within the jurisdiction of the District Commander is defined as follows:
    (1) Commencing at a point of latitude 41°59.8′ N., longitude 124°19.5′ W., thence southward along the seaward limit of the territorial sea to;
    (2) A point at latitude 32°32.0′ N., longitude 117°11.0′ W.
  (c) Structures located within a half nautical mile of Traffic Separation Scheme Los Angeles/Long Beach will also be subject to class “A” requirements. The traffic separation scheme is depicted on National Ocean Service Charts 18740, 18720, 18725, 18746, 18721.

§ 67.50–45 Thirteenth Coast Guard District.
  (a) Description. See §3.65–1 of this chapter.
  (b) Line of demarcation. There is no line of demarcation prescribed for this District. When required, it will be determined in accordance with §67.01–20.

§ 67.50–50 Seventeenth Coast Guard District.
  (a) Description. See §3.85–1 of this chapter.
  (b) Line of demarcation. There is no line of demarcation prescribed for this District. When required it will be determined in accordance with §67.01–20.

PART 70—INTERFERENCE WITH OR DAMAGE TO AIDS TO NAVIGATION

Subpart 70.01—Interference With Aids to Navigation

Sec.
  70.01–1 General provisions.
  70.01–5 Penalty.

Subpart 70.05—Collision With or Damage to Aids to Navigation

70.05–1 General provisions.
  70.05–5 Penalty.
  70.05–10 Revocation of merchant mariner credential officer endorsement or license.
  70.05–15 Liability for damages.
  70.05–20 Report required.


Subpart 70.01—Interference With Aids to Navigation

§ 70.01–1 General provisions.

No person, excluding the Armed Forces, shall obstruct or interfere with any aid to navigation established and maintained by the Coast Guard, or any private aid to navigation established and maintained in accordance with part 64, 66, 67, or 68 of this subchapter.

§ 70.01–5 Penalty.

Any person violating the provisions of this section shall be deemed guilty of a misdemeanor and be subject to a fine not exceeding the sum of $500 for...